

Intimations.

VICTORIA DISPENSARY.

SELECTIONS FROM OUR LIST OF WINES AND SPIRITS.

WE beg to invite careful attention to the following list of WINES & SPIRITS, for we have succeeded in combining purity and excellence of quality with moderate prices.

BRANDY.

OLD PALE COGNAC, O.P. \$11.00
SUPERIOR OLD COGNAC, V.O.P. \$12.00
AN OLD LIQUEUR COGNAC, O.L. \$10.00
THE FINEST LIQUEUR COGNAC, 20 years old, V.O.L. \$15.00

WHISKY.

SCOTCH.—A mellow old whisky... 8 0.75
F.O.S.—A blend of the finest whiskies produced in Scotland, matured in Sherry wood... 10 1.00
LIQUEUR.—A very rare old Scotch whisky. Square bottle... 11 1.00
IRISH.—John Jameson's... 9 0.80
AMERICAN.—Genuine old Bourbon... 10 1.00
GIN.
GENEVA A.V.H.—15 large bottles in case... 6 0.50
KEY BRAND GENEVA.—Finest procurable... 7 0.60
OLD TOM... 5 0.45
DAKIN, CRICKSHANK & CO., LD.,
Victoria Dispensary,
Hongkong,
Hongkong, 1st March, 1893.

A. S. WATSON & CO., LD.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Fru of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empires when received in good condition. Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
LEMON SQUASH
GINGER ALE
RASPBERRYADE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
The Hongkong Dispensary, Hongkong.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph.

HONGKONG, FRIDAY, MARCH 24, 1893.

TELEGRAMS.

UNIVERSITY BOAT RACE.
LONDON, March 23d.
Oxford won by a length.

ACCIDENT TO THE "UNDAUNTED."
H.M.S. Undaunted, of the Mediterranean Fleet, Captain Lord Charles Beresford, struck a rock after leaving Alexandria; but was floated off and returned to port for repairs.

PARISH GOVERNMENT.

The Right Honorable Henry H. Fowler introduced a Bill creating a Parish Council—with large powers—in every parish having a population of three hundred inhabitants.

THE PHILIPPINES.

MADRID, March 17th.
St. Blanco y Eusebio, Governor-elect of the Philippines, has arrived here from Barcelona.

and after interviews with the Queen and principal ministers, will sail from Barcelona for Manila on Good Friday.
The Philippine tariff is still under consideration.

LOCAL AND GENERAL.

A MASS of interesting matter unavoidably held over.

At Pangasinan (Luzon) on the 20th inst., 700 houses were destroyed by fire—cause unknown.

"The Late Lamented" at the Theatre Royal, tonight. His Excellency the Governor and the *Elite* of the colony will be present.

The French frigate *Trochante*, Capt. B. A. Brette, with Admiral Wismann on board, left Amoy for Shanghai on the 15th inst.

In Germany "aluminium cravats" are now on sale. They are advertised as feather-light, silver-white wash goods that will wear forever.

Young Hopedale—"What is pillar, papa?" "Is a D.D." "It is charging \$1 for 8 cents' worth of pills my son. It is a very lucrative business."

Solter—"Moi, fraulein, I love you!" Rich Young Lady (pointing with her fan to her father)—"Excuse me, yonder is my business manager."

"Your patient is somewhat irritable this morning, Doctor," said the nurse. "Yes. He is more of an impatient than a patient," replied the Doctor.

"Why" asked the society wife, "do you persist in using that absurd nickname 'dickie'?" "Because," replied her husband, "you are so comically in the swim."

We regret to learn that the latest fall of the police authorities has turned out a dismal failure—the military sergeant-major brought out a fortnight ago has left the force, by request.

The Canadian Pacific Railway Co.'s Royal mail steamer *Empress of China*, Capt. R. Archibald, from Vancouver, arrived at Nagasaki, and left at 1 p.m. to-day for this port, via Shanghai.

We are informed by the agents (Messrs. Dodwell, Carrill & Co.) that the "Shire" Line steamer *Carnegie* has left Singapore yesterday for this port, and is due on or about the 30th inst.

The Charbonnages "brick-brac" factory at Kowloon is rapidly nearing completion under the able supervision of Mr. Plant, and will probably be in actual working within three weeks.

DURING the past year 260 miles of railroad are stated to have been opened for traffic in Spain, while thirty-five concessions for new lines, aggregating 370 miles more, were granted to the promoters.

A REGULAR meeting of the Eothen Mark Lodge, No. 264, will be held in Freemasons' Hall, Zetland Street, on Thursday the 30th instant, at 8.30 p.m. precisely. Visiting brethren are cordially invited.

A YOUNG American woman, who claims to have spent several years in the harem of the Sultan, says that among the seven "beauties" in that gorgeous abode of bliss, four were American, two English, four French and six Russian.

AT the Magistracy this morning three of the witnesses in the recent Green Island "piracy" case were brought up on a charge of assault with intent to rob. A fourth is in hospital. The case was adjourned for a week.

BOTH AGREEED.

"I long to get a shirt that fits." "He cried out with a sigh, And then his wife joined in with him. And murmured: "So do I."

ON the 8th inst. a fire broke out in Tamboh, Saigon, near the rice mill of Denis Freres. Before the flames were mastered, a hundred and fifty Chinese dwellings were destroyed. A child six months old, whose father was busy rescuing his property was burnt to death.

His Maternal Parent—I am sorry, Willie [whack], to have to do this. It [whack] hurts me a great deal [whack! whack] worse than it hurts you!
Willie (wriggling and shrieking)—No, it don't! You've got a globe on!

Berlin Blot—You ought to see do crowd at our club every morning early.
Old Soak—Crowd in the early morning? What for?
Berlin Blot—You see we sell de stale beer for two cents and de boys don't want to get left!

AT the Magistracy this afternoon Capt. Hastings, R.N., held an inquiry into the circumstances connected with the fire at Kennedy-town, early on Wednesday morning (22nd inst.). Nothing suspicious was revealed in the evidence, and the premises were released from surveillance.

Ben Jonson—You missed a big thing, Bill, when you didn't snap up Walter Raleigh's coat, after he laid his cloak under the Queen's feet.
Wm. Shakespeare—I shouldn't wonder, Ben, I'm so confoundedly modest and retiring that I'm afraid my epitaph will be the only undisturbed record I leave.—Puck.

THERE was a great deal of twaddle talked at the meeting of the "Job Lots" last night on the question "What does Hongkong want?" As a matter of fact, Hongkong is mostly in need of a little sense. Given hard, solid, matter-of-fact commonsense, and the Colony would at once proceed to hang a few of its leading lights, put some others in goal, and chase the rest of the bugbears away from the East.

AGAIN we ask what is this disease that is coming upon us? A writer in our esteemed contemporary the *Christian* makes as follows:—"In Whitehall, opposite the Horse Guards, is a statue of the Queen, subscribed for as a Jubilee gift for Hongkong. I should like to ask what it is to commemorate? It is fifty years of British rule in that island," "ceded" for the purpose of "freezing ships," but used alas! for the purposes of "a huge opium warehouse," then "I do trust the statue will remain where it is till it is sent out to commemorate the abolition of the opium traffic, and as the island was ceded in 1842, let us trust that ere 1893 closes, a Jubilee will be proclaimed, and Britain released from being the chief factor in the opium slavery of the East, and her share in this, only to be remembered as such by its abolition in 1893." The committee are indeed wise to keep the statue where it is. Were it to be landed here just now we would give it twenty-four hours to let its way into the smelting-pots of enterprise.

By the transport *Shamrock*, which left Hongkong on the 18th inst. for France, there were sent 600 military prisoners, among whom was a sergeant named Henson, charged with death by court-martial at Hanoi for having run away in sight of the enemy. His sentence was commuted to penal servitude for life.

The *Proprietor* of the 18th inst. says—"This morning the captain of the *Monah*, and the headman of the *Donat* (in collision recently with fatal results) appeared at the police court, where an inquiry was held in reference to their conduct. We refrain from publishing the proceedings, in order to avoid any charge of attempting to influence the decision, which will be given on the 21st." *Flat Justice, rust circulator!*

ENGLISH society, according to a London correspondent, is raising a national lament because the men no longer dance. Hostesses have for a long time been put at their wits' end to secure partners for young women at balls and dancing parties. Now the situation is worse than ever, and remedies are being eagerly sought. The suggestion is publicly discussed that a dancing agency be established similar to such institutions in Paris and Berlin. Hired guests armed with guarantees of fitness and respectability, would appear at the proper hour, warranted to dance every number on the card and not give more than three dances to one young woman. Some such plan seems to be the only hope of saving the art of dancing in England.

"CLARA BELLE" once more—"Embracing will become a new art with the increasing of the Empire gown. Lovers have grown accustomed to the unyielding circle of the corseted waist. They have not complained. In fact, they have thought, when they sat in bliss, their girl within the clasp of their protected embrace, that they were having all they could expect in the way of a good time. The Empire gown will give them more. They will feel the gentle yielding of an untrammelled waist. Just how they are going to like it they only know. Mybe, a word of advice may come in here. For one thing, the girl is not going to be half so hard to manage as she used to be. She will be able to bend and another thing, she really could not put her arms about a man's neck, as, to do her justice, she often wished to, because, you see, her light waist and sleeves would not allow it. Men have thought her cold and awkward. Well, she won't be henceforth."

The New York *Sun* gives a list of monarchs retired from business:—There have been a good many abdications or depositions by sovereigns since 1860. Francis II. of Naples was deposed October 21, 1860, but has never abdicated; his cousin, Isabella II. of Spain, was deposed in 1868, and abdicated June 25, 1870, in favor of her son, Alfonso XII. Meantime Otto I. King of Greece, was deposed October 23, 1869; in 1866 Alexander Couza, Prince of Rumania, abdicated; on September 4, 1871, Napoleon III., Emperor of the French, was retired from business by Act of the National Assembly; on February 11, 1875, Amadeo, who had been chosen King of Spain by the Cortes in 1869, gave up his throne and retired to Italy. Abdul Aziz, Sultan of Turkey, was deposed "between two seas" May 29, 1876; and his successor, Murad V, was deposed August 31, 1876. Yakub Khan, Amir of Afghanistan, abdicated in October, 1879; and Ismail Pasha, Khedive of Egypt, was deposed June 26, 1879; Alexander, Prince of Bulgaria, abdicated on September 7, 1886; President Grévy of France, abdicated December 1, 1887; Pedro II, Emperor of Brazil, was deposed, and the next day abdicated, and on March 6, 1889, King Milan of Servia abdicated his throne; he is the latest monarch retired from trade.

A LAWYER'S VALENTINE.

This year of 1893, St. Valentine's the date. Now this indurate witnesseth:
To her I love the best I give, to have and hold forever
In full fee simple absolute, the true love of the
But first the grantee in this deed should ever wish to alienate
To others, from here-if, the whole, or any part of this estate,
Unless the first shall have obtained from the said grantor his permission.
And do the same with his consent, now therefore,
This express condition,
Is unto this said gift attached, That if she, any part of this
Conveyed estate, however small, shall give away,
To the said grantor in this deed, unless the said grantor relents;
But if he does not, he may claim the penalty for each offence.
And the said grantor herein named, in testimony of his love,
Has set hereto his hand and seal, the day and year first named above.
—James G. Burnett in Puck.

CHARBONNAGES.

We are glad to learn that the financial difficulties which for some time past have time and again harassed the working of the coal-mines at Hongkong, are at last practically overcome. In a day or two we hope to be in a position to give reliable assurances to our readers that the promoters of this great enterprise, the success of which so materially affects the commercial prosperity of Hongkong, are in a position to commence active operations on a large scale.

"THE LATE LAMENTED"

AT THE THEATRE ROYAL.

Although the weather was anything but favorable, the capital programme advertised by the popular London Lyric Company drew a large audience to the Theatre Royal, City Hall, last night, and those who faced the climatic discomforts which are by no means usual in Hongkong at this time of year, were fully repaid by a most enjoyable entertainment. The *Chorus* de *Leveillé* was the first of the evening. "The Late Lamented," supplemented by a "Tale of the Deceased," which included *Ta-ra-boom-de-ay* and the seductive *Serpentine Dance*. "The Late Lamented," an adaptation from a *Palais Royal* farce, was first produced at St. James's Theatre, London, by Mrs. John Wood, and afterwards had a most successful run at the Strand under Mr. Willie Edgely's management. If we mistake not, it was originally played in three acts, but last night the second and third acts were presented as one, which may or may not have been an improvement. The title of the piece suggests a *mot*, *Nicholson*. "The Late Lamented" is the usual course of events taken a trifle amongst the angels, and his charming widow, also in the usual course of events—had married Mr. *Stewart Cross*. She devoted a great deal of her precious time in singing and shedding tears for her departed first, her happy second opportunity of "darning Nicholson." Then alive, *Nicholson* was a paragon of virtue and

but it so happened that he owned large properties in Cyprus, which necessitated his spending six months every year in that highly favored island. And as his wife was so afraid of the sea voyage that she always allowed him to go alone, it is not surprising that he had a second wife in his native country. When he died complications naturally arose. Both wives got new husbands, and of course came to live in flats in the same mansions in London. And then the fun began. We need not go into further details, as the foregoing outline sufficiently suggests the probable complications; but would strongly recommend all those who are able to appreciate a skilful piece of dramatic construction, admirably acted, to go to the City Hall to-night and see and hear for themselves.

The young actress, Miss Marie Blin, as *Mrs. Stewart Cross*, widow of "The Late Lamented," was admirable in every way; she looked charming, and in the various phases of character depicted, acted to the life. Miss Brian has not been seen to such advantage since the Company's appearance in this colony. Miss M. Greor as *Mrs. Richard Webb*, otherwise "Flirty," second wife of the departed Nicholson, also did capital work; the impersonation is not a heavy one, but the requirements were done full justice to. Miss Henry Kins had a congenial part in the *deceased* and *deceased*, but suspicious "hubby," *Mr. Stewart Cross*, and is needless to say that this talented comedian never missed a point. His bye-play throughout was excellent. There is a sameness in Mr. E. Ferguson's impersonations which is absolutely tantalizing; his *Mr. Richard Webb* last night might have been any one of the characters he has previously represented. No variety, no change; the same eternal eye-glass, the same idiotic drawl, the same vacant stare. And yet this gentleman seems to do much better; he has a good stage presence, appears fairly well acquainted with business behind the footlights, and possesses a pleasant voice. Apparently he wants to let him know—and doesn't know how. *Mr. Marshall* ("Joe") Mr. Graham Stewart was as easy and natural as if he had been the gilliant Major in real life; he had few opportunities of making special points, but as a whole the impersonation was a most creditable one. It gives us pleasure to be able to heartily commend the *Parker* of Mr. Fulton Miller; as the old servant of the *Nicholson*, Mr. Miller gave a very skilful sketch which showed that he can do valuable work when the opportunity offers. The minor characters call for no special remark but all were efficiently filled.

The comedy was played in one set, and a rather dingy one it must be confessed, but under all circumstances it would perhaps be unreasonable to expect anything much better. There was no hitch throughout the performance, and the stage management left nothing to be desired. The applause was almost continuous and at the end of each act there was a most cordial recall.

The variety business started with Mr. D. C. Smith, who played a comic parody on the well-known ballad "That is Love" with much success and secured a hearty encore. Miss Vivienne Dagmar's "Hill boys" was well received, but artistically it was not a high commendable effort. Mr. Cecil Burt was most enthusiastically applauded for about the rendering of the "Death of Nelson" it has ever been our lot to listen to. Applause is cheap; but we would strongly advise Mr. Burt, before he again attempts to sing before an educated Hongkong audience what he truly National Song, to make himself acquainted with the words of what is a soul-stirring record of one of the grandest events in British history, and to get somewhere within measurable distance of music that is worth renewed. Mr. Henry Kins was quite out of his element in the so-called comic rendition of that hoary-headed chestnut which winds up with the interesting information that "Sarah minds my clothes, when I go bathing;" and "Miss Mullen's Home-made Pie" to vanish in the great beyond without comment. That sort of thing from our friends the "Stanley Awfuls" might be tolerated; but with a high-class comedy company the line has to be drawn somewhere; and we draw it at "Sarah minds my clothes" and "Miss Mullen's home-made pie."

Miss Marie Blin again made a great hit in "Ta-ra-boom-de-ay," and this young lady's series of most successful performances in this particular act only goes to show what talent and art combined can do. In her skilful graceful gyrations Miss Brian certainly and embroidered *Legs*, but there is not a scintilla of anything even approaching the ludicrous in her rendering from beginning to end. It must not be understood that we claim "Ta-ra-boom-de-ay" to be high art; but we do say that, as illustrated by Miss Marie Blin, it is a performance at once harmless, unique, and attractive. And we are certain that this view will be all but universally adopted. Miss Vivienne Dagmar's *Serpentine Dance*, gracefully performed, was very warmly received, and this brought a most enjoyable interlude to a satisfactory conclusion.

To-night "The Late Lamented" will be repeated, under the patronage of His Excellency the Governor and Lady Robinson, Major-General Digby Barker, and other distinguished persons, and no doubt there will be a large gathering of the official element. To-morrow the attractive musical comedy "My Sweetheart" will be produced.

TOKIN COAL.

In the course of a recent visit to Tonkin, M. Ernest Carnot, an expert civil and mining engineer, son of the President of the French republic, made a close inspection of the coal workings at Hongkong and Kébao, on which he has been long and interesting article in the *Revue Scientifique*, to the following effect:—
The time is passed for Tonkin to be a mere object of violent polemics, daily blackened and calumnied. To-day, most of her worst enemies have to yield to the convincing facts. If any body still persists in doubting the positive reports as to the coal resources of the country, he will still require confirmation from the words of King Leopold of Belgium to a French visitor at Brussels—"You see, the world is in Tonkin the finest colony in the world." Better informed even than many of ourselves, the English have not been slow, as we shall see later, to invest heavily in the colony. Tonkin is by no means the postiferous and unproductive country which people obstinately persuade themselves it is. On the contrary, it is one of the richest countries in the world. Though the object of this article is to discuss the coal resources of our great colony, we will first glance briefly at some of her other natural resources.

[Rice, maize, sugar-cane, potatoes, sesame, peanuts, anise, cotton, silk, mulberry, grasshopper, betel, tobacco, tea, arachis, cinnamon, coffee, timber of all kinds, gold, silver, iron, lead, copper, tin, zinc, antimony. Tonkinese laborers industrious, intelligent, and willing. Paper, lacquer, printing, smelting and other works successful. Climate simply that of a health resort for the Far East.]

These, then, are the chief resources and characteristics of Tonkin. It is the English of Hongkong who have proved them to us and opened up for us our own magnificent property. Without them, Hongkong would never have been exploited but for Hongkong's example. We propose to give some account of the operations which we saw during a few days in the early part of 1893. We will not enter into the geology of the region, nor a description of its situation; suffice to say that the mines are almost on the sea shore, a few hours steam from Haiphong, in well-wooded country, and admirably situated in every way for coal mining.

The Hongkong Island concession was granted to M. Bayer-Chauffour on May 20th, 1887. The Company was floated in February, 1889, almost exclusively with English capital. In Hongkong, though it has a French name, the "Société Française des Charbonnages du Tonkin," and has to be managed by a council with a French majority and must only employ French servants. The original capital of four million (francs) has been since increased.

At Hongkong the period of initial operations may be considered past. At the present day, at Nagasaki, a metre-gauge railroad conveys the produce from the mouths of the principal galleries to the screening grounds, now almost complete, and from there on to Haiphong, where the largest steamers can come right alongside.

Though many readers might be interested, we will not go through all the galleries in detail, but only mention the principal beds, with a few words as to the mode of working them and their estimated capacity. The concession covers 15,000 hectares (say fifty square miles) and is divided into three sections: Hongkong, Haïou and Campha. Operations have been centered at Nagasaki in the first section, Haïou in the second, while the third is undeveloped as yet. At Nagasaki over 15 distinct seams have been located, with a barren space of 55 metres between the upper and the lower ones. The upper seams, of course, being more exposed, were found to be of inferior quality, and have been given up. In the lower section, the three first seams opened (the Bayer-Chauffour seam, the Chater seam, and the Marmottan seam) have been proved to extend over 1,400 metres in area, with great regularity. The two first named are very similar—5 to 7 metres thick, brilliant black, very hard, and very pure all through; here lie at an angle of 25 deg. Galleries have been driven into each, varying from 5 to 28 metres in length, to ascertain the extent of the deposit. Shafts have been sunk from the top to meet them. Trucks of coal are drawn along the galleries and emptied directly into the large cars on the railway outside. It may be safely estimated that the coal immediately in sight here cannot be less than 100,000 tons. The Marmottan seam is only two metres thick, of the same quality as the other two, and is reached by a shaft, quite close to the sea, and at a level below sea level, this one 30 metres; but no water has yet found its way in. Here, at the lowest estimate, there must be 30,000 tons of splendid coal. The hill cut into at Nagasaki therefore can be relied on for 140,000 tons even if there is no more behind what is now exposed to view; and could thus put out 200 tons a day or 5,000 a month for over two years. In January, 1892, the actual daily output was about 150 tons. This is not all; when the Keatner pit (also at Nagasaki) is finished, 30 times more at least will be ready for cutting. The timbering and other work costs next to nothing; 25 cents a day for the best labour, which is high pay for these people; the dollar being about 3.60 f.

But the most prodigious deposit of coal in Tonkin is at Haïou, about ten miles from Hongkong, with which it will soon be connected by a metre-gauge line. There is a seam 40 metres in thickness, and another 11 metres thick, 25 metres higher up the hillside. The surface soil is soft and easy to work, and some 17 metres in depth. At the foot of the hill is a swamp, which will be reclaimed as this surface soil is removed. There will then be five million tons of coal laid bare.

Calculating the proportion of shale and deteriorated coal, and given the cost of cutting at 20 cents per cubic yard, the cost of coal ought to be well within a dollar per ton at Haïou. The removal of the top soil and filling of the swamp in order to carry the railway to Haïou is rapidly progressing, and after that is completed the output will proceed steadily with no other limit than the requirements of the market. The quality of coal is no whit inferior to Nagasaki. In view of the immense richness of the property, far surpassing the most sanguine expectations (and we have spoken only of a part of the concession) nobody could well hesitate to sink a large amount of money in establishing plant and material on an appropriate scale, nor complain that the outlay in this direction has been extravagant.

The railway connecting Hongkong port with Nagasaki on the one hand, at five kilometres distance, and with Haïou on the other, 18k, will carry the coal to the screening ground, where no less than 1,000 tons a day can be passed through. Further, there are workshops, blacksmiths' shops, carpenter shops, etc., put up by M. Durand, the general manager, who proposes to construct most of the material for the work on the spot. A large wharf, 85 metres long, 16 metres wide, and with 6 metres depth of water alongside, is being put up, and will be fitted with appliances for loading steamers with all despatch. There is also splendid accommodation for the staff and visitors, reading rooms for the European crews, etc.

The island of Kébao, about 20,000 hectares in extent, was conceded absolutely to M. Jean Dupuis in 1888. The company, purely French, was floated in 1889, with a capital of two and a half millions of francs. The work has been conducted on such an economical scale that up to the time of this visit (1893) the original funds had sufficed for all purposes, and the era of production was close at hand. Operations were not on such a magnificent scale as at Haïou, but everything was done steadily and carefully, and there are now 8 kilometres of galleries in working order. There are two centres near the Kébao and Caïda rivers. Though 100 tons per day can now be turned out, the borings have only been experimental hitherto. At Kébao, the exploitation of the coal beds is all done by a single shaft, commenced in January, 1892, and sunk about 120 metres. A sloping gallery follows the course of the seam, at an angle of 30 deg., from the surface to meet the foot of the shaft, from which galleries branch off in every direction. There are some two and a half millions of tons ready to hand at this spot. At Caïda a deep cutting, through the hill has been opened five workable seams, from 2 to 3 metres thick. In each there is a gallery or tunnel opening on the railway. Here there must be half a million tons of excellent coal uncovered. Thus on only a twentieth part of the concession three million tons of coal are now in view. Screening plant will be laid down near the Kébao pit-head. At the time of this visit, the screening was temporarily arranged near the jetty where lighters are loaded for Haiphong. The trouble at Kébao is that deep-draught vessels cannot get near. The company has therefore had to go in for costly landward transport. A north-east jetty of 1,500 metres, 55 kilometres away. A railway is being laid down by the manager, M. Portal, to connect this port with the mine. Kébao soil is better

than Hongkong, and is used by all the war vessels on the Tonkin station, and the local boats of the Messageries Maritimes.

And here we will conclude our review of the Tonkin coalfields; outside of Hongkong and Kébao there is nothing much to describe. Dongtrien is away up in the heart of the hill country, wild and inaccessible. As for Tourane and Nongson, they may be all right and very good, but we simply could not get there on account of the shallowness in the river, which not even a flat-bottomed sampan could negotiate at that time of the year; and there is no other way but by the river. Even the port itself is only open for very small steam launches.

Tonkin is, as we have shown, a splendid field for great enterprises. May the success of the pioneers attract more of our countrymen with their money! France will be grateful to them for their services, and we have no fear of erring when we predict a glorious success to follow!

THE REV. DOBBIE ON "DRINK."

We beg to acknowledge receipt of a work entitled "The Drink Traffic," as it affects our great cities," by the Rev. R. W. Dobbie, of Glasgow, in 74 pages, with a fearful coloured cover illustrative of the wildest fit of Jim-Jams. The book is in its fifth edition, and has been "laid before her Majesty the Queen" though there is no record as to whether she has since reformed. The author takes the usual violently extreme attitude—"so many people die who are not teetotalers, therefore alcohol must be abolished." The text is developed with great energy, in language of far too pronounced "raining" style figures are marshalled in great solid blocks, through which the fallacies of non-observance show glaringly. For instance, the expense of the nation in alcohol is put down at £4,000,000,000; and it is wildly urged that if the trade were abolished, the nation would have £200,000,000 more money than it now has. Further, all who at present make their living out of this sum are roundly abused; the honest farmer who grows barley is a fiend of hell; the engineer who constructs machinery is an agent of the devil; even the glass-blower ought to be hanged for making bottles. Another of the absurd theories is that the drink traffic is removable by Act of Parliament; also that human nature will cease to contain elements of evil if only this one article of diet is taken away—that the tools will become wise, and the law industrious, and everybody will go to church and pay money for fire-insurance. The Licence Insurance Corporation is held up for denunciation, because it takes risks, as any company would. There is a chapter on Saturday night scenes in Glasgow, written with great spirit; no doubt Saturday night is a terrible thing—why not abolish it and have only six days in the week? As far as that goes, there are infinitely worse scenes in a Chinese city any day of the week, though the Chinese are invariably temperate as regards alcohol, which they hardly know as a nation; it is simply impossible to make human nature altogether lovely, and if one form of evil is checked, others must break out. The author gets on to say "The cry just now is over-production; it should be over-consumption of liquor;" and he urges that if the alcohol industry were suppressed the labour market would cease to be overstocked! He actually states that in centres where drink cannot be got there are no strikes; probably the only place on earth where alcohol is practically never in evidence is China—and how about advanced tricks in labour disputes before ever the word "teetotal" was invented. We mention this simply because there is no other instance of a large civilised nation where drunkenness does not exist to any extent. Mr. Dobbie should study China, as it approaches his ideal. Then he should re-write his book.

O WAKA SAN.

AN KURASIAN IDYL BY KUNO.

On the seashore, wide and free,
Where the waters break in glees,
Stood a fisher maiden idly
Gazing out across the sea;
Gazing at the white sails gliding
Further than her thoughts could see.
Round the point of Tomoko came the jobbling
Of the sea.

Came the jobbling and the wobbling of the warm
And wanton sea.
He had left his business care,
Glad to breathe a pure air,
Wandering on the sands at sunset,
Where he saw a maid's feet half
Shod but a fisher fair,
And of Saxon birth was he;
Round the point of Tomoko came the jobbling
Of the sea.

Came the jobbling and the wobbling of the wan
And weary sea.
Living Japanese among
He had learned their silver tongue;
He had learned their tales and legends;
He could sing the songs they sung.
"Maiden," said he, "fair and young,
May I rest awhile with thee?"
Round the point of Tomoko, came the jobbling
Of the sea.

Came the jobbling and the wobbling of the wan

Black Watch regiment has started from Alexandria for Mauritius and the Cape.

March 6th.

A meeting of the East India Association was held yesterday at which Lord Hobhouse, Mr. Justice Farran, Sir Douglas Stralight, Sir Richard Cough, and Mr. Justice were present. The latter gave a lecture on the question of Trial by Jury, and explained the objections raised against the jury system in India, but said he believed that a change in the law was now impossible. Mr. Justice Stephen's arguments were in favour of juries as being especially applicable to India. The death is announced of General Sir Henry Bales.

March 6th.

A great Protestant prayer meeting, to ask for guidance in the Home Rule crisis, was held at Dublin yesterday. Archbishop Ireland presided. The Presbyterian and Methodist clergy assisted at the meeting. Two hundred houses are uninhabitable at Sandgate, the inmates of which have taken refuge at Folkestone and Hythe. Great distress prevails.

ZANZIBAR, March 6th.

Seyyid Ali Bin 'aid, Sultan of Zanzibar, died of dropsy yesterday evening. On the news becoming known, two hundred British blue-jackets immediately landed and guarded the palace. The Sultan's son, Kallid, however, managed to escape by a back door, and tried to bar the gates, but yielded to the summons of Mr. Rodd, the British Agent, who removed him to his own house. Mr. Rodd then proclaimed Hamid Bin Thwain Sultan. All is now quiet.

PARIS, March 6th.

The Chamber of Deputies has passed a Bill providing for the punishment of press attacks on Sovereigns and their Ambassadors, after the Government had declared that it considered the question one of confidence.

LONDON, March 7th.

The new Sultan of Zanzibar is grand-nephew of the Sultan Burghash. Sir George White is a passenger on board the Peninsular and Oriented steamer *Roma* for Bombay.

The Seamen's and Firemen's Union are promoting a Bill the effect of which will be to prevent the employment of lascars and native firemen on British vessels.

March 8th.

The House of Commons last night went into Committee on the Naval Estimates. Sir Lightfoot Kay Shuttleworth stated that it was proposed to build twenty torpedo boat destroyers, two great cruisers costing seven hundred thousand pounds each, and superior in every respect to any cruiser in the world; two battleships superior to the *Royal Sovereign* with a view to cope with those building abroad; three second-class cruisers; and two sloops, the total cost being five million pounds sterling.

The trial for bribing and receiving bribes in connection with the Panama Canal Scandal, which is quite distinct from the previous trial, begins to-day. The accused are Messrs. Charles Leveson, Fontaine, Bihaut, Santeroy, Fraust, Béal, Dugue Gobron and Blondin.

NEWS AND GOSSIP.

Over \$5,000,000 is spent yearly by Londoners on Juniors.

The St. Gotthard Tunnel has been blocked by an avalanche.

Winter wheat in Russia is reported to be in good condition.

Over 200,000 persons visited Robert Burns' cottage at Ayr last year.

A milk-woman in Paris is said to be on exhibition at the Berlin Aquarium.

Italy's bank scandal grows with investigation and great names are involved.

The Kaiser and Bismarck are in a fair way to patch up their little differences.

There is little probability of the release of Mrs. Maybrick from imprisonment.

A meeting of the rulers of Russia, Germany and Austria is likely at an early date.

The chain of thirty-two pearls owned by the Empress Frederick is estimated at £35,000.

Statistics show that 10,000 people in Paris submit wholly apocryphal accounts of beggary.

Of the 6000 Frenchmen who fought with Napoleon at Waterloo only eight now survive.

Six tobacco plantations within Berlin city limits yielded 1,300 pounds of tobacco in 1892.

Lady Castel Stuart, who had claimed to be the last direct descendant of the royal Stuarts, died at Rome recently.

Both the biggest and the finest race-course in the world is at Newmarket, known as the "racing capital of England."

The official figures of the working of the "new system" of the railways of Hungary show most gratifying results.

England received 10,677,600 letters from the United States last year; Germany received 5,848,000 and France 1,884,000.

George du Maurier, the English "satirical" artist, asserts that women are growing taller, broader and generally healthier.

The French Minister has approved the proposition to lay a cable between the French colony of New Caledonia and Australia.

Dr. Price, the eccentric Arch Druid, who lived near Cardiff, was to be cremated in a pyre made of a cord of timber and two tons of coal.

A native of Calcutta intends establishing a snake laboratory, for the study, under scientific conditions, of snake poisons and cures for snake bites.

There are more than 50,000 persons in Paris who earn a living by picking up and making use of what other people throw away—rags, bones, metal and such refuse.

Maxime Liebeson, a Frenchman, drives through the streets of Paris in a conveyance propelled by electricity, calling "revolutionary" and "poisonous" to the Parisians.

It is reported that Emilio Castelar, the Spanish patriot, statesman and scholar, has been invited to deliver the oration at the opening of the World's Fair next May.

In reviewing the condition of British industries during 1892 there is a general agreement among British newspapers that "the year 1892 is the worst the farmer has ever known."

Experimental luminous buoys have been laid down in the estuary of the Seine to mark the limits of the navigable channel up to the embanked portion of the river-mouth.

The "Lobster Woman" is the latest Paris wonder. Miss Virginia Brissot is the woman's name and for hands and feet she has exact counterparts of the claws of a lobster.

Gladstone's lack of fire and enthusiasm in the opening session of Parliament was disappointing to his friends. His actions since have convinced them that both are still active.

The Vienna *Neue Freie Presse* says in Gladstone's present Home Rule politics the first step towards the Americanization of Great Britain, and predicts that the outcome will be a *faux pas*.

The Chinese Emperor's English studies advance rapidly, much to the disgust of the conservative court officials opposed to Western ideas. His Majesty is also learning French.

Hans von Bulow, the pianist, who has been more or less off his balance for a good many years, has at last become so distinctly insane that he is confined to an asylum near Berlin.

There is soon to be a centennial celebration at Warsaw of the second partition of Poland, and

the Russian commander, General Guke, has ordered the Polish nobility to attend a ball he is to give.

It is estimated that England's wheat crop for this year is about 50,000,000 bushels, or less than two bushels for each inhabitant. She must buy at least 150,000,000 bushels more from some outside source.

The final Russian crop report for 1892 makes the wheat yield 12,000,000 bushels less, the rye yield 88,000,000 bushels less and the oats yield 72,000,000 bushels less than the returns made last fall.

A Committee of Sixty has been considering in Paris the merits of various suburbs as a place for the grand exposition which France intends to make in the year 1900. Chances are in favour of Auteuil.

The manufacture of aluminium by an electrolytic process is to be gone into quite extensively at Forges, France. The falls of the Pass river, giving 2,000-horse-power, are to be utilized and a plant erected so on.

The town of Salford has decided to lend \$5,000,000 to the Manchester Ship Canal authorities; Oldham will probably lend \$1,000,000, and Manchester the remainder required for the completion of the canal.

To guard against poisoning, a law has been passed in Germany that all drugs intended for internal use must be put in round bottles, and those which are only used externally must be placed in hexagonal bottles.

The Pope has intimated indirectly his desire to aid Mr. Gladstone in passing the Home-Rule bill in the hope that with Mr. Gladstone's assistance he subsequently will be able to re-establish diplomatic relations with England.

Indications are cropping out tending to confirm the rumor that the King of Belgium will visit the Congo country in April, accompanied by several officers of his military staff, a number of civil officers and members of the press.

At Liverpool 156 steamers, representing about one hundred thousand tons, are lying idle, and over one hundred and fifty vessels on the Tyne. In addition there were ninety-nine British steamers lying idle at Continental ports.

The Pope will celebrate the fiftieth anniversary of his elevation to the episcopal dignity in February, and of the 40,000 pilgrims expected to visit the Vatican at this time. About 4,000, it is said, will come from the United States.

The British Museum is not very old, but it has been an industrious as well as an intelligent collector. It was started in 1755 and has now twenty-five miles of books and a greater number of coin-collections than any other like institution.

The British High Court of Justice has granted a petition for the removal of the trial of Alderman Ben Tillet, the labor leader, from Bristol to the Old Bailey. He is accused of having incited the laboring people at Bristol to riot on December 23rd.

Russian female convicts in Siberia are in the future, if a proposal made by the Ministry of Justice to the Imperial Council is ratified, to be exempted from flogging and wearing leg-irons. Restrictions in diet and solitary confinement are to be substituted.

Mr. Morley has offered the retiring Lord Mayor of Dublin the dignity of a Privy Counsellorship. This is the first time that the honor has been offered to a Nationalist who has never identified himself in the slightest degree with any of the great English parties.

Australia is entering into strong competition with France in the production of brandy. In 1891 the colony of Victoria exported to the United Kingdom 530,000 proof gallons. It is said Australia can produce brandy that will stand comparison with the finest French *cognac*.

In England, American novelties and small machinery are quite popular, but the market is flooded with "cheap and nasty" German imitations of American goods, which are sold by unscrupulous merchants as being American make. This fact hinders the sale of genuine American goods.

There is a phenomenal absence of snow in the Swiss Alps this winter, and the matter is said to be becoming serious for both visitors and natives. Transport is hampered by sledges being useless, and the *Jüller Pass* is traversed on wheels, a midwinter circumstance previously unknown.

Several large cargoes of raw cotton grown in Russian Central Asia were recently shipped at Odessa to German ports. The Russians are sanguine that there will be a vigorous development of the cotton-growing industry there in the near future. The quality of the cotton so far, however, is inferior.

Austria announces an electric locomotive which is to travel 125 miles an hour. The *Independence* follows with the statement that the North Belgian Company and the North France Company are constructing a line for locomotives, operated by electricity, on which the journey from Brussels to Paris, about one hundred and ninety-two miles, will be accomplished in eighty minutes, a speed of nearly one hundred and fifty miles an hour.

WONDER IF TODDLER KNOWS NOW.

When a boy I was always fond of eating and drinking—especially of eating. What boy isn't? I had an appetite then, and a digestion also. One day a gentleman came to dine at our house. I shall never forget that man. He had dull eyes and a purple complexion. He watched my style of eating for about five minutes, and then said to my father, "Does your boy ever suffer from dyspepsia?"

"Never heard him complain of it," replied my father. "Do you ever suffer from dyspepsia, Toddler?"

(They called me Toddler, but it was not my real name.)

"No, pa," I answered. "What is dyspepsia, pa?" My purple-faced friend regarded me with a look of amazement and envy, and solemnly said, "You will find out—some day!"

The above incident a well-known Englishman tells about himself. Whether he has since found out what dyspepsia is, he doesn't say. Likely enough. His father's guest was well looked on the subject. That father's guest was well looked on the subject. That father's guest was well looked on the subject.

"Never heard him complain of it," replied my father. "Do you ever suffer from dyspepsia, Toddler?"

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(They called me Toddler, but it was not my real name.)

and Dyspepsia, but did not think it was so bad as I found it. In this miserable condition I continued week after week, only to find myself getting weaker and weaker. I saw a doctor in York Road, who gave me a medicine, but I got no better. Getting anxious, I went to a chemist, experienced doctor, but after seeing under his treatment some time I gave up taking his medicine, for I got worse instead of better. Both doctors said I was suffering from indigestion, but they were unable to do anything for me. I now lost all faith in physic, and looked on my case as hopeless, when one day a book was left at the house telling of a medicine called Mother Selig's Curative Syrup, and I read of several cases resembling mine having been cured by it. I sent to Mr. Selig, chemist in Marsh Lane, and got a bottle. After taking the Syrup three days I felt relief, my appetite returned, and my food digested, and before I had taken one large bottle I was cured, and have since kept in good health. After my recovery one of my daughters was taken bad with rheumatism, so I gave her some Selig's Syrup and she soon got well. If any of my family all anything a dose or two of the Syrup soon set them right, and for the past four or five years we have needed no doctor owing to taking the medicine. I consider that Selig's Syrup has saved my life, and I recommend it to many, and if by publishing this statement others may come to be benefited, I give permission to the proprietors to use it as they think proper.

"And I make this solemn declaration—conscientiously believing the same to be true by virtue of the provisions of the Statutory Declaration Act, 1885 (Will IV, c. 62)."

(Signed) "CAROLINE NIXON, 'Mayor of Leeds'."

Declared before me at Leeds in the County of York by the said Caroline Nixon, this 6th day of October, 1891.

(Signed) ALF. COOKE, 'Mayor of Leeds'."

Mrs. Nixon says: "I had often heard people speak of indigestion and dyspepsia, but did not think it was so bad as I found it. There's just where the trouble is. Healthy folk simply can't imagine what a concentrated horror, what a death-in-life, this disease is. If they could they would take every precaution against it. From Toddler would have been fewer tarts, puddings, and cakes. For indigestion and dyspepsia, lightly as we speak of it in our ignorance, actually destroys more human beings than war, pestilence, and famine combined, and the only trustworthy remedy, so far as we yet know, is the one mentioned and used by Mrs. Nixon.—Advt.

THE HONGKONG TELEGRAPH, FRIDAY, MARCH 24, 1893.

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THE HONGK

The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank—110 per cent. prem., sellers.

The National Bank of China, Ltd.—on 2.10. paid up—35 per cent. dis., sellers.

The National Bank of China, Ltd.—Founders' shares, \$130 per share, buyers.

The Bank of China, Japan & the Straits, Ltd.—\$1, sellers.

The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 200, buyers.

Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Union Insurance Society of Canton—\$33 per share, sellers.

China Traders' Insurance Company—\$55 per share, sellers.

North China Insurance—115 per share, buyers.

Canton Insurance Company, Limited—\$102 per share, sales and buyers.

Yangtze Insurance Association—\$100, sellers.

On Tai Insurance Company, Limited—150 per share.

Hongkong Fire Insurance Company—\$227 per share, sales and buyers.

China Fire Insurance Company—\$84 per share, sales and buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$20 per share, buyers.

China and Manila Steam Ship Company—18 per share, sellers.

Indo-China Steam Navigation Company, Limited—50 per cent. discount, buyers.

Douglas Steamship Company—\$36 per share, sales and buyers.

The Steam Launch Co., Limited—nominal.

Hongkong and Whampoa Dock Company—70 per cent. premium, sales and buyers.

Geo. Fenwick & Co., Limited—\$15 per share, sales and buyers.

Hongkong Hotel Company—\$20, per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$50.

The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.

The Shamien Hotel Co., Limited—\$3 per share, sellers.

Punloon Mining Co.—\$44 per share, sales and buyers.

The Raub Gold Mining Co., Limited—50 cents, per share, buyers.

New Miramis Mining Co., Limited—nothing per share, nominal.

The Balmoral Gold Mining Co., Limited—20 cents, per share, sales and buyers.

Société Française des Charbonnages du Tonkin—\$60 per share, sales and buyers.

The Jelabu Mining and Trading Co., Limited—\$4 per share, buyers.

The Selama Tin Mining Co., Limited—4 cents per share, sellers.

London and Pacific Petroleum Co., Ltd.—nil, nominal.

China Sugar Refining Company, Limited—\$148 per share, ex div., sellers.

Luzon Sugar Refining Company, Limited—\$35, nominal.

A. S. Watson & Co., Limited—\$15 per share, sales and buyers.

Dukin, Cruickshank & Co., Limited—\$2 per share, buyers.

Hongkong Land Farm Co., Limited—\$4 per share, sales and buyers.

The Kowloon Land Investment Co., Limited—\$7 per share, buyers.

The Hongkong Land Investment Co., Limited—\$5 per share, sales and buyers.

The West Point Buildings Co., Limited—\$23 per share, sellers.

H. G. Brown & Co., Limited—\$71 per share, sales and buyers.

Hongkong and Kowloon Wharf and Godown Company—\$42 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$99 per share, ex div., sellers.

Hongkong Gas Company—\$100 per share, sales and buyers.

Hongkong Ice Company—\$66 per share, sales and buyers.

Hongkong and China Bakery Company, Limited—\$85 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$4 per share, sellers.

The Green Island Cement Co.—\$44 per share, sales and buyers.

The Hongkong Electric Light Co., Limited—\$3 per share, sales and buyers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$55 per share, sales and buyers.

ON LONDON—BANK, T. T.

Bank Bills, on demand 2/8

Bank Bills, at 4 months' sight 2/8

Credits at 4 months' sight 2/8

Documentary Bills, at 4 months' sight 2/8

ON PARIS—BANK, T. T.

Bank Bills, on demand 3/36

Credits, at 4 months' sight 3/36

ON INDIA—BANK, T. T.

On Demand 22 1/2

ON SHANGHAI—BANK, T. T.

Private, 30 days' sight 7 1/2

WINDSOR HOTEL.

Mrs. Baird and child. Mr. A. Mourant.

Mrs. Blanchard. Hon. N. G. Mitchell.

Mrs. J. E. Boulton. Innes.

Mrs. C. W. A. Blesing. Mrs. Mitchell-Innes.

Major & Mrs. Chapman. Capt. and Mrs. Morris.

Mrs. S. I. Danby. Mr. P. Oastin.

Mr. E. H. Derrick. Mr. and Mrs. Pigott.

Captain N. Dodd. Mr. F. J. Richardson.

Mrs. Dorey. Mrs. Tidwell and 4 children.

Mr. W. E. Eaton, U.S.N. Mr. P. Shelton.

Mrs. Eaton. Mr. John Smith.

Mr. G. Engel. Mr. A. S. Sigmond.

Mrs. W. Evans. Mr. A. S. Sigmond.

Miss Consul P. Gavan. Mr. L. Talbot.

Misses. Mr. A. M. Thomas.

Mr. P. Gries. Captain A. Tillett.

Rear Admiral D. B. Mr. A. Grant.

Harmony, U.S.N. Mrs. Tufnell.

Mrs. D. B. Harmony. Mr. L. Wren.

Mrs. J. R. Joyce. Mr. C. S. Walling.

Mrs. A. L. Zery. Mr. C. J. Wilton.

Captain F. Mayer.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. Medhurst.

Mrs. East. Mr. A. & E. Steels.

Mrs. C. H. Gale. Mr. Sparrow.

Mrs. W. H. Gaskell. Mr. Stephens.

Mrs. Thos. Hawkard. Captain Moore.

Mrs. V. Kead. Mr. Geo. L. Tomlin.

Mrs. W. H. L. Lyday.

VISITORS AT THE HONGKONG HOTEL.

Mr. A. Cadogan. Mr. J. Marchand.

Capt. Butcher, O.S.D. Mr. & Mrs. Miser and child.

Mr. Cecil Burt. Mrs. Nicol and child.

Mr. G. Chappell. Captain Moore, R.N.

Capt. and Mrs. Combe. Li. P. O'Malley, A.S.C.

Col. and Mrs. Dodge. Mr. Max Paltow.

Mr. and Mrs. Fahys. Mr. R. W. Paterson.

Miss Marie Fahys. Mr. and Mrs. Paul.

Miss Bertha Fahys. Miss Phillips.

Capt. W. H. Fawkes, R.N. Mr. W. Schwartz.

Hon. & Mrs. Goodman. Mr. F. E. Shean.

Mr. J. T. Hamilton. Miss J. D. Smith.

Mr. R. E. Hill. Mr. Starr.

Mr. and Mrs. Horne. Mr. A. Such.

Mr. H. Jaeger. Mr. W. Tappenbeck.

Mr. A. Kestler. Mr. and Mrs. Warren.

Mr. F. C. Keys. Mr. Chas. Zuber.

Mr. Lewis.

Shipping.

ARRIVALS.

BEKLED, British steamer, 1,480, J. H. Clarke, 24th March—Salmon 20th March, Rice, Gibb, Livingston & Co.

FORMOSA, British steamer, 674, T. Hall, 24th March—Tamsui 21st March, Amoy 22nd, and Swatow 23rd, General—D. Lappala & Co.

HUPPI, British steamer, 1,845, T. Quail, 24th March—Probolingo 18th March, Sugar, Butterfield & Swire.

IXION, British steamer, 2,399, H. Nish, 24th March—Singapore 18th March, General—Butterfield & Swire.

SUNGLANG, British steamer, 934, C. B. N. Dodd, 24th March—Manila 21st March, General—Butterfield & Swire.

FRANK, Danish steamer, 397, C. L. Strand, 24th March—Pakhoi 21st March, and Holow 23rd, General—Arnhold, Karberg & Co.

CARON, British steamer, 2,044, C. L. W. Field, 24th March—London, Bombay 4th Feb., and Singapore 18th March, General—P. & O. S. N. Co.

VICTORIA, British steamer, 1,992, John Pantan, R.N.R., 24th March—Tacoma 21st Feb., Victoria, B.C., 22nd, and Yokohama 15th March, General—Dodwell, Carlill & Co.

TANTALUS, British steamer, 2,199, Henry Jones, 24th March—Kobe 21st Feb., and Hongkong 23rd, General—Butterfield & Swire.

KWANLOO, Chinese steamer, 1,504, R. L. Lin, 24th March—Shanghai 21st March, General—P. & O. S. N. Co.

MIRAZOR, British steamer, 2,168, Harvey, 24th March—Bombay 8th March, Mail and General—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Haiphong, British steamer, for Haiphong.

Phra Nang, British steamer, for Swatow.

Deutero, German steamer, for Saigon.

Taiyang, British steamer, for Swatow, &c.

DEPARTURES.

March 23, Canton, British str., for Canton.

March 24, Sui, French str., for Shanghai.

March 24, Kaiton, British steamer, for Singapore, &c.

March 24, Cosmopolis, German str., for Tournay.

March 24, Ingraham, German str., for Saigon.

March 24, Haiphong, French str., for Haiphong.

March 24, Taiyang, British str., for Swatow, &c.

March 24, Yikang, British steamer, for Amoy.

FAVORABLE ARRIVED.

Per Bentley, str., from Saigon, 12 Chinese.

Per Formosa, str., from Tamsui, &c.—196 Chinese.

Per Freya, str., from Pakhoi, &c.—45 Chinese.

Per Sunglang, str., from Manila—Mr. D. J. M. Fleming, 15 Chinese and 1 Mailman.

Per Jaxon, str., from Singapore—182 Chinese.

Per Canton, str., from Singapore, &c.—421 Chinese.

DEPARTED.

Per Salaste, str., for Shanghai from Hongkong.

Mr. and Mrs. M. A. Souza, Mr. and Mrs. A. Quintal and 3 children, Mr. and Mrs. J. L. L. Kocchin Schwartz, Stempel, G. Firo, King, H. M. Hill, J. Rosa, Lempert, and Abid Maraval.

For Kobe—Mr. and Mrs. Fujita, For Yokohama—Lieut. Col. and Mrs. Zucke, Messrs. E. Walcott, F. Imal, J. Marchand, and W. J. Smedley, From Marselles for Shanghai—Revs. Rem. F. Lung, F. Sonant, Messrs. Vassiloff, Koroloff, C. Davies, Perrott, I. Inakys, S. Malloff, Raymond, A. Surand, and N. Danloff, From Singapore—Messrs. Okura, and Kusano, From Saigon—Messrs. L. Bily, Admet, and 26 sailors, From Singapore for Kobe—Messrs. Genin, Boomat, and W. Willett, From Marselles for Yokohama—Mr. and Mrs. Oudifford, a infant and servant, From Kobe—Mr. P. Yamashiki, Messrs. Sockin, Kawamura, Lecky, Kawamura, Matsumoto, and Th. Ohmura, From Colombo—Messrs. Jaeger and Igorschiff, From Singapore—Mr. and Mrs. Moore, Mrs. Crompton and infant, and Mrs. Oh Tamsi, From Saigon—Mr. and Mrs. Huggins, Mr. and Mrs. Borys, Messrs. Delphis, Morin, Grashaty, and Tanavaylo.

Per Haiphong, str., for Swatow—Messrs. Lau, Ching, and Wong Wing Chan.

REPORTS.

The British steamship Canton reports that she left London, via Bombay on the 14th instant, and Singapore on the 18th instant. Experienced fine weather.

The British steamship Huppi reports that she left Probolingo on the 18th instant. Had light north-westerly winds and fine weather during the passage.

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The British steamship *Ixon* reports that she left Singapore on the 18th instant. Had moderate north-east monsoon and fine weather from Singapore.

The British steamship *Sunglang* reports that she left Manila on the 21st instant. Had light northerly wind and calm with fine weather throughout. On the 20th passed H.M.S. *Swift* from Manila to Hongkong, off Kapones Light.

The British steamship *Formosa* reports that she left Tamsui on the 21st instant. Had strong north-east winds and moderate weather approaching to mail, and. Left Amoy on the 22nd. Had light air with overcast and hazy weather. Left Swatow on the 23rd. Had light wind and dark cloudy weather. In Amoy the steamships *Sithan*, *Huashin*, *Chang Hock Kian*, and *Nanyang* were seen. The steamships *Kowkong* and *Phra Chula Chom Kiao*.

The British steamship *Victoria* reports that she left Tacoma on the 21st instant, and Victoria, B.C., on the 22nd. After leaving Victoria had strong head winds and foggy rainy weather with very high sea from westward. The meridian was crossed on the 3rd instant in latitude 50° north, thence to port most severe weather was encountered. Violent gales from south-west to north-west with mountainous seas and blinding snow storms. Passed Red Bay Saki at 6:30 p.m. on the 19th and arrived in Yokohama at 7 a.m. on the 14th. Left Yokohama at 6 a.m. on the 15th, via Kobe and Moll. Leaving the latter port on the 20th at 7 a.m. Encountered severe north-east gale with heavy sea. On the 21st had hazy and rainy weather with light winds to port.

Post Office.

A MAIL WILL CLOSE—

For Kobe and Yokohama—Per *Bentley* to-morrow, the 25th instant, at 11:30 a.m.

For Swatow—Per *Formosa* to-morrow, the 25th instant, at 2:30 p.m.

For Amoy—Per *Changshu* to-morrow, the 25th instant, at 3:30 p.m.

For Saigon—Per *Ris* to-morrow, the 25th instant, at 3:30 p.m.

For Amoy and Manila—Per *Sunglang* to-morrow, the 25th instant, at 4:30 p.m.

For Holow and Pakhoi—Per *Freya* to-morrow, the 25th instant, at 5 p.m.

For Straits and Bombay—Per *Gwalior* on Monday, the 27th instant, at 11:30 a.m.

For Shanghai—Per *Winglo* on Monday, the 27th instant, at 3:30 p.m.

For Europe, &c., India, via Bombay—Per *Carthage* on Thursday, the 30th instant at 11 a.m.

SHIPPING IN HONGKONG.

STEAMERS.

ALWINE, German steamer, 400, C. Petersen, 18th Feb., Pakhoi 15th Feb., and Holow 17th, General—Waller & Co.

AMIGO, German steamer, 771, A. Bendixen, 22nd March—Salmon 17th March, Rice and Paddy—Waller & Co.

ASK, Danish steamer, 501, Strom, 23rd March—Haiphong 20th March, and Holow 22nd, General—A. R. Marty.

BELIC, British steamer, 2,111, Wm. H. Walker, 22nd March—San Francisco 23rd Feb., Honolulu and March, and Yokohama 16th, Mail and General—O. & O. S. S. Co.

BREWER, British steamer, 1,385, C. K. McIntosh, R.N.R., 22nd March—Salmon 17th March, Rice and Paddy—Gibb, Livingston & Co.

BENJAMIN, British steamer, 1,456, E. Le Bonallier, 22nd March—London, via Singapore 15th March, General—Gibb, Livingston & Co.

CHANG-CHOW, British steamer, 1,213, F. Webb, 23rd March—Singapore 14th March, and Holow 22nd, General—Bun Hin Chan.

CHINA, German steamer, 1,014, P. Voss, 22nd March—Bangkok 15th March, Rice—Melchers & Co.

CHOW-CHOW, German steamer, 706, F. Clausen, 10th March—Hull 6th March, Sugar and Wood—Melchers & Co.

DEUTERO, German steamer, 1,198, W. A. Dinse, 21st March—Salmon 16th March, Rice and Paddy—Stensen & Co.

FOKIER, British steamer, 309, Davies, 21st March—Tamsui 16th March, Amoy 17th, and Swatow 20th, General—D. Lappala & Co.

GWALIOR, British steamer, 1,643, F. Speck, 20th March—Bombay 18th March, and Singapore 19th, General—P. & O. S. N. Co.

HADRON, British steamer, 874, H. Gallati, 20th March—Haiphong 18th March, General—Melchers & Co.

HEN, Norwegian steamer, 1,006, F. M. Clausen, 22nd March—Salmon 18th March, Rice—Ed. Schellhaus & Co.

HIROSHIMA MARU, Japanese steamer, 2,005, H. Walter, 22nd March—Salmon 18th March, Rice and Paddy—Geo. R. Stevens.

KINGSLAND, British steamer, 1,296, Meek, 18th March—Salmon 14th March, Rice and Paddy—Salmon 14th March, Rice and Paddy—Yuen Fat Hong.

KONG BEKO, British steamer, 869, J. B. Jackson, 23rd March—Bangkok 16th March, General—Yuen Fat Hong.

MEMPHIS, British steamer, 836, B. Branch, 23rd March—Sandakan 19th March, Timber, Rattans, and General—Butterfield & Swire.

PERLA NANO, British steamer, 1,021, W. H. Wapton, 20th March—Bangkok 14th March, and 14th March, Rice and Paddy—General—Yuen Fat Hong.

PROSPER, British steamer, 1,387, W. H. Farand, 20th March—Salmon 14th March, Rice and Paddy—Arnhold, Karberg & Co.

RIO, German steamer, 1,108, C. H. Davidson, 18th March—Salmon 14th March, Rice—Waller & Co.

SEANTUNG, British steamer, 1,835, H. C. D. Frimpton, 18th March—Java 6th March, Sugar—Butterfield & Swire.

TAT-YICK, German steamer, 903, N. Emba, 22nd March—Bangkok 15th March, Rice—S. O. S. S. Co.

TEVTON, British steamer, 1,349, J. Forster, 20th March—Singapore 15th March, Rice—Dodwell, Carlill & Co.

TRIUMPH, German steamer, 674, J. Bruhn, 22nd March—Pakhoi 17th March, and Holow 21st, General—Ed. Schellhaus & Co.

SAILING VESSELS.

DANDANIERA, British 4-masted schooner, 1,775, J. G. Jones, 11th Feb., New York 14th October, Kowloon 14th October.

CRITIC, Chinese, British ship, 1,747, C. Owen, 6th March—New York 14th Oct., Oil—Jardine, Matheson & Co.

COLUNA, American bark, C. M. Noyes, 17th Feb.—Portland 20th Nov., and Honolulu 20th Dec., Timber and Spars—Caplain.

PAPA, German bark, 714, T. W. Thoen, 17th Jan.—Cardiff 14th Sept., Fatten Fuel and Coke—Onders.

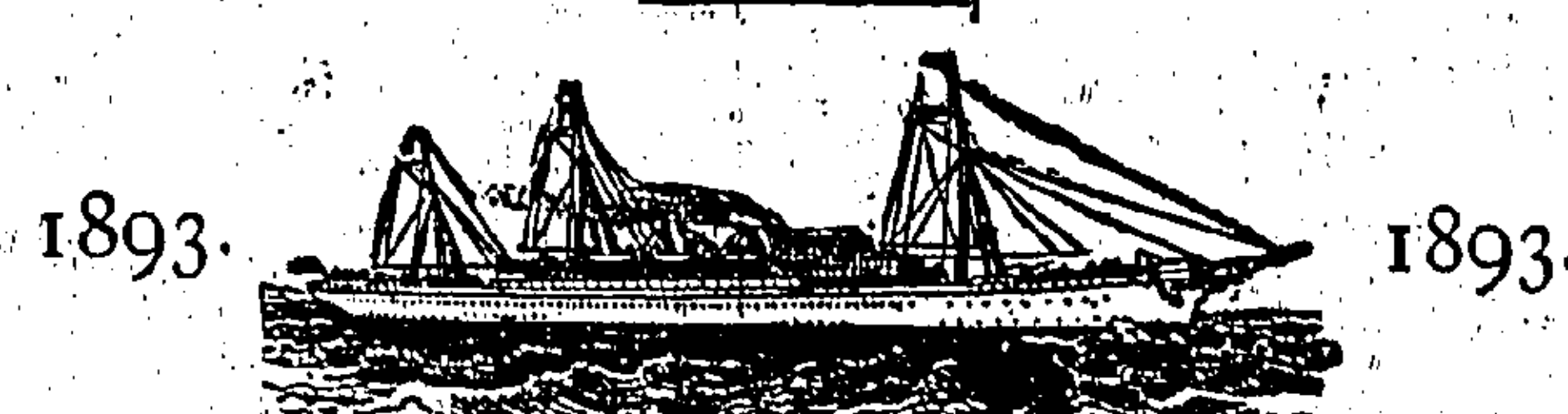
R. M. (DANAM), American ship, 8,339, Nichols, 18th March—New York 19th October, Portland—Onders.

SEAMOR, British ship, 1,604, H. P. Smith, 22nd March—New York 24th October, Cass—Oli—Melchers & Co.

VIETICO, British steamer, 491, E. Martin, 25th Feb.—Honolulu 18th Jan., General—Chinese.

WM. L. LACHUR, British bark, 573, Reynell, 16th March—Kajang (Borneo) 30th January, Timber—Gibb, Livingston & Co.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	6,000 Tons	WEDNESDAY, 12th April.
EMPRESS OF INDIA	6,000 "	WEDNESDAY, 3rd May.
EMPRESS OF JAPAN	6,000 "	WEDNESDAY, 24th May.
EMPRESS OF CHINA	6,000 "	WEDNESDAY, 14th June.
EMPRESS OF INDIA	6,000 "	WEDNESDAY, 5th July.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.

RETURN TICKETS—Time, limit, for, prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unexcelled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

E. HOLLOWAY, General Agent.

Hongkong, 22nd March, 1893.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria	Tuesday	April 4th.
Tacoma	Tuesday	May 2nd.

THE Steamship

"VICTORIA," sailing at Noon, on TUESDAY, the 4th April, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 16th March, 1893.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

PROPOSED SAILING FROM HONGKONG.

Per	Saturday, 8th April.
City of Rio de Janeiro	Thursday, 27th April.
City of Peking (via Honolulu)	Thursday, 18th May.

THE U. S. Mail Steamship

"PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 8th April, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Through Tickets issued Passengers to Europe or to cities in the United States or Canada are good for transportation to the Missouri River by the Central and Union Pacific Railways only. East of the Missouri River, Passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, &c.

Particulars of the various routes can be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. (same day) at dress in full; of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 22nd March, 1893.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS.

AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belgic	Thursday, 30th March.
Océanie (via Honolulu)	Tuesday, 18th April.
Gaule (via Honolulu)	Tuesday, 9th May.

THE Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 30th March, at 7 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Through Tickets issued Passengers to Europe or to cities in the United States or Canada are good for transportation to the Missouri River by the Central and Union Pacific Railways only. East of the Missouri River, Passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, &c.

Particulars of the various routes can be obtained on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare for transportation to San Francisco for China or Japan (for the first year) will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan.

ALL PARCEL PACKAGES should be marked in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th March, 1893.

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